



## INTIMATIONS.

**BROWN, JONES & CO.**  
DEALERS IN  
AMERICAN AND ITALIAN MARBLE,  
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CERAMIC MEMORIALS,  
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**A. S. WATSON & CO., LIMITED.**

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## CHRISTMAS GOODS.

**JORDAN ALMONDS, NOUGAT, BUTTER**

**TEA, SCOTCH, ASSORTED TOFFEES,**

**DRAGEES, FRALINES, and a**

Large selection of PURE CONFECTIONERY

from the leading Manufacturers.

## CABDURY'S SPECIAL

## CHOCOLATE CREMES.

**PINE, APRICOT, CHERRY, LIME,**

**GUAVA, and other FRUIT JELLIES, of**

great variety.

## TOM SMITH'S

## CHRISTMAS CRACKERS.

**COLOURED OPALS mounted in Plush,**

representing favourite subjects.

A large assortment of ENGLISH and

JAPANESE CHRISTMAS CARDS, of

handsome and artistic designs, suitable to all

tastes and at moderate prices.

**A. S. WATSON & Co., LIMITED.**

The Hongkong Dispensary.

Established A.D. 1841.

Hongkong, 2nd November, 1933.

NOTICE TO CORRESPONDENTS.

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P. O. Box 29.

The Daily Press

HONGKONG, NOVEMBER 23rd, 1933.

The project for railway communication

from the ports and capital of Burma to the

frontier of China, which Mr. HOLT HALLER

has so long and energetically advocated,

has found another earnest champion. Mr.

Hertz, of the Burma Civil Service, has

been delivering an address to the London

Chamber of Commerce, in which he dealt

with the subject evidently on similar lines,

judging from the telegraphic summary of

the effect of his remarks. He said that the

commercial expansion of Burma lay in the

direction of railway extension towards China

on the west and India on the east, thus

bringing those two great countries into con-

tact and enabling Burma to secure the

trade of South-western China. He urged

prompt and vigorous action, or France would

outstrip Great Britain in those regions. He

is also reported to have advocated the con-

struction of a railway from Moulmein and

Zimung to Moulmein and thence up to the

Chinese frontier, and another line from

Moulmein to Kunglung Ferry. "China," he

added, "should be considered and Chinese"

"and not to be considered in Burma." Mr. Hertz

is in agreement with Mr. HALLER

as to the routes for the proposed railways,

and to admit they are the ones along which

trade would solve itself. At present, how-

ever, it is to be feared the cost of construc-

tion will operate as a barrier against their

being laid, more especially the one to Zimung

and thence to the Mekong and the Chinese

frontier. The first experiment should, we

think, be a railway from Moulmein to Bhamo

and this would at least place the support of

Rangoon in direct communication with the

holders of Yunnan. Whether the results

would justify the sanguine anticipations

formed is, however, quite another matter.

The trade of Bhamo has been very large

the population of eastern Yunnan being very

from Zimung to Kianglung is more feasible,

but this would only touch the frontier,

which might almost as well be tapped at

Bhamo to far as immediate results are con-

cerned.

The desirability of bringing South-western

China into connection with India through

Burma cannot be questioned, but it is

useless to ignore the difficulties in the path;

and equally futile to assess the possible results

at too high a figure. The trade of Yunnan

will not be very considerable for some

years to come. The province is only now

beginning to recover from the devastating

effects of the Mahomeda rebellion, the sup-

pression of which by the Imperial troops

was attended by the slaughter of millions of

the population. The construction of a rail-

way to the frontier would, however, be sound

policy both politically and commercially. It

would provide an outlet for the surplus pro-

duce of Yunnan and Kweichow, which would

soon be largely available, and a proportion

of the tin and copper of the former province

would be conveyed to Bhamo and sent on

by railway to Rangoon for shipment. In

any case encouragement would be afforded

to the Chinese to increase their trade and

intercourse with India. France, as Mr.

Hertz points out, is already bidding for

this trade through Tonkin, and she must

inevitably obtain a good share of it if she

continues to adopt a liberal trade policy.

There is room for the energies of both the

English traders in Burma and the French

in Tonkin, for they would tap different parts

of the province, and there is no need for them

to wax anxious over the matter. Let each do

all they can to provide facilities for opening

up trade routes and improving the means of

communication without indulging in cause-

less and foolish fits of jealousy, thereby

playing into the hands of the Chinese. And

above all we would earnestly deprecate their

following the advice given by Mr. Hertz at

the close of his address, namely to exclude

the Chinese Government, if by that he meant

a truckling policy. It is a mistake that has

been made more than once by the British

Representative, and it may yet cost us dear.

A conciliatory attitude is invariably construed

by Chinese officials into an admission of

weakness, and as such is presumed upon.

Since the Anglo-Burmese Convention was

concluded, by which it was agreed that a

tribute bearing mission should be sent from

Mandalay to Peking, it has apparently been

impossible for the British Minister to obtain

redress for any grievance, much less to secure

any concession from the Chinese Govern-

ment. Nor has Mr. O'Connor's subsequent

concession to Chinese vanity, namely, his

reception by the Empress in an outbuilding

of the Palace, seemingly enabled him to

make any more progress than his predeces-

sor in office. A reciprocal policy is the only

one possible in dealing with the Peking

Authorities, and nothing for nothing should

be the Minister's motto. For the past few

years at any rate Great Britain has been

playing a losing game in China, and is in

a worse position now than she was when

Sir THOMAS WADE was head of the Legation

and insisted on the observance of treaty

stipulations.

The O. S. steamer Empress of China arrived

at Vancouver on Tuesday afternoon last.

The steamer Affray left Singapore yesterday

and is due here on or about the 30th inst.

The N. G. I. steamer Greta, from Bombay,

left Singapore for this port yesterday afternoon.

The D. D. R. steamer Oceania, from Hong-

kong, left Singapore for this port yesterday

afternoon.

The O. S. steamer Greta, with mails, from

Yokohama, is due here on or about the 30th

inst. At Yokohama, and will have with her this

morning.

Messrs. Calhoun, Macgregor & Co. have

struck a capital idea for a Christmas remem-

ber to their friends, in the shape of a serviceable

folding brass-mounted photo-frames.

The China Mail steamer Plymouth, from

Glasgow and Liverpool, passed the Cannon on

last night, and will be considered due at Singa-

## REUTERS' TELEGRAMS.

SUPPLIED TO THE "DAILY PRESS."

LONDON, 23rd November.

## ARREST OF CANADIAN MILITARY OFFICERS.

Three officers belonging to the Canadian

Militia (including the son of the ex-Premier

McCord) were arrested in Montreal at midnight

when about to destroy the Nelson Monument

with dynamite.

## PAITY FEELING IN QUEBEC.

A growing feeling of animosity has lately

arisen itself among the French and English re-

sidents in Quebec.

## AGITATION FOR AN INCREASE OF THE NAVY.

A strong movement has taken place in London

in favour of increasing the strength of the Navy.

A meeting is being organized with the view of

furthering that object.

## SUPREME COURT.

23rd November.

## IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR MR. FREDERICK

CLARKE, JUDGE.

## A PROMISORY NOTE CASE.

Cheng Kung Shing and Wong Tuk Chow

vs. The Plaintiff, Mr. H. H. L. (The Plaintiff)

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**THE GERMAN MAIL.**  
**M. D. L. steamer *Quider***, with the mail of the 23d October, left Singapore at noon on the 24th, and may be expected on the 24th inst. at Hongkong.  
**THE AMERICAN MAIL.**  
**A. U. steamer *Onice***, with the mail of the 23d, leaves Yokohama on the morning of the 24th, and may be expected on the 25th inst. at Hongkong.  
**M. M. steamer *City of Peking***, with the mail of the 23d, left San Francisco on the 8th inst. for Hongkong.

**THE CANADIAN MAIL.**  
**C. P. steamer *Empress of Japan*** left Yokohama on the 14th inst. via Yokohama, Kobe, and Shanghai.

**REMOUANT STEAMERS.**  
**D. D. R. steamer *Sadojiri*** left Singapore on the 13th inst. and may be expected on the 18th.

he 23rd inst.  
 Line steamer *Glumorganshire* left

on the 18th, and may be expected on  
 4th inst.  
 D. B. R. steamer *Cassius* left  
 on the afternoon of the 22nd, and  
 is expected on the 29th inst.  
 N. G. I. steamer *Gyra* left Singapore  
 on the afternoon of the 22nd and may be expected  
 on the 29th inst.  
 Steamer *Aphion* left Singapore on the  
 2nd and may be expected on the 30th inst.  
 F. & A. steamer *Alala* left Port Darwin  
 on the 18th inst.  
 P. & O. steamer *Albatross* left Bombay on  
 10th inst.  
 Northern Pacific steamer *Tacoma* left  
 San Francisco, Cal., on the 1st inst.  
 The Chinese Mutual steamer *Kinckap* passed the  
 on the 8th inst.  
 The Chinese Mutual steamer *Pingyay* passed  
 on the 21st inst.  
 P. & O. steamer *Bombay* left London on  
 18th inst.

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**POST-OFFICE NOTICES.**  
 MAX DELIVERY closes at Post Offices at  
 10 a.m. and 3 p.m. on letters placed in the  
 boxes on the 22nd and 23rd clock Trans. Letter  
 at Post will be cleared at 12.30 and 4 p.m.  
 The Postal Guide for 1893, revised to date  
 and found in the *Chronicle and Directory*  
 x. This is the only authorised complete  
 of Postal information published in  
 Hongkong.

The authorised List of Mails issued in connection with this paper is the one published

last night in our Extra, which is corrected  
 much later than that given below.  
 A. MAIL. W. THURSDAY.  
 For Siam.—Per *Taiching*, to-day, the 23rd  
 at 9.30 A.M.  
 For Nagasaki, Kobe, and Yokohama.—Per  
*Katsufusa*, to-day, the 23rd inst., at 9.30 A.M.  
 For Nagasaki, Kobe, and Yokohama.—Per  
*Yokohama*, to-morrow, the 24th inst., at 11.30 A.M.  
 For Nagasaki.—Per *Garda*, to-morrow, the  
 25th inst., at 11.30 A.M.  
 For Suez and London.—Per *Ajao*, on Mon-  
 day, the 25th inst., at 1.30 A.M.  
 For Yokohama, Nagasaki, Kobe, Yokohama,  
 and Vancouver.—Per *Empress of In-*  
*dependence*, on Wednesday, the 26th inst., at 11.30 A.M.

**MAILS BY THE BRITISH PACKET.**  
 The British Contract Packet *Staff* will be  
 dispatched on THURSDAY, the 23d inst.,  
 for the mails for the United Kingdom, Hong-  
 kong, China, the Netherlands India, Borneo,  
 Java, Amoy, Aden, Egypt, Malta, and Gibraltar.  
 The next hours will be observed in closing  
 the mails, &c.  
 The Post Office declines all responsibility for  
 Registered Letters containing Bank Notes,  
 or Jewellery, and, where Registration has  
 not been effected, will make no enquiries into  
 alleged losses of such letters.

**MAILS BY THE FRENCH PACKET.**  
 The French Contract Packet *Caledonia* will be  
 dispatched on WEDNESDAY, the 29th inst.,  
 for the mails for the United Kingdom, Hong-  
 kong, China, the Netherlands India, Borneo,  
 Java, Amoy, Aden, Egypt, Malta, and Gibraltar.  
 The next hours will be observed in closing  
 the mails, &c.  
 The Post Office declines all responsibility for  
 Registered Letters containing Bank Notes,  
 or Jewellery, and, where Registration has  
 not been effected, will make no enquiries into  
 alleged losses of such letters.

**HOURS OF CLOSING THE ENGLISH  
 AND FRENCH MAILS.**  
*When the Packets leave at Noon.*  
 The following hours will be observed in closing  
 the mails for Europe, &c., by the English and  
 French Packets when they leave at NOON.  
 The only Order Office will be closed at 5 P.M. the  
 day before.  
 100 A.—Footing of Prices Current and Cir-

(Price Current and Circulars may however be  
sent up to 10 o'clock if they are tied in bundles

country, with the addresses all one way.  
10.00 A.M.—Registry closes.  
11.30 A.M.—Posting of newspapers, books, and  
patterns closes.  
1.00 A.M.—Mail closes.  
LATE LETTERS may be posted (from 11.10  
A.M.) with 10 cents *late fee* up to 11.30 A.M.  
After which hour they may be sent on board  
with the same late fee.

MAILS BY THE CANADIAN PACIFIC  
RAILWAY CO. CONTRACT PACKET.  
The British Contract Packet Express of  
the Pacific Coast will be despatched on WEDNESDAY,  
the 29th instant, with mails for Shanghai,  
Japan, Canada, United States of America, and  
countries beyond, via Vancouver, B.C.  
The following hours will be observed in  
posting the Mails, &c.  
10.00 A.M.—Registry closes.  
11.30 A.M.—Post Office closes, but correspondence  
may be posted on board the Packet with  
the Late Fee of 10 cents extra postage  
until time of departure.  
The Post Office declines all responsibility for  
unregistered covers containing Bank Notes,  
Gold, or Jewellery, and where Registration has  
been required will make no enquiries into  
illegitimate cases of such covers.

PORTLAND CEMENT.

MANUFACTURED BY

THE ONODA CEMENT CO.  
AND  
THE NIIHON CEMENT CO.

THE UNDERSIGNED are now prepared  
to Execute Orders at Moderate Prices

THE MITSUI BUSSAN KAISHA,  
Sole Agents.

Hongkong, 13th September, 1893. [232D]

Y E S S A N G & C O .  
LOCAL MERCHANTS.  
who always on hand  
LARGE STOCKS OF EVERY DESCRIPTION OF COAL  
Address:—Care of Messrs. KWONG SANG & Co.  
No. 88, PRATA. (752)

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the  
OWNERS will be RESPONSIBLE for any  
losses or claims incurred by the cargo

of the following Vessels during their stay in Hongkong Harbour:—

**BESTON**, Brit. str., Thomson—Gibb, Living-  
 stone & Co.  
**EDENDALE**, Brit. str., Humphrey—Dedwell,  
 Carill & Co.  
**GERDA**, Ger. str., Ehlers—Siemssen & Co.  
**MACDUFF**, Brit. str., Porter—Dedwell, Carill  
 & Co.  
**THEMORTLE**, Brit. bark, Winchester—Fung  
 Tang.

